Alleged Cut in California Rates Being Made by the Santa Fe-Electric Road in Mexico.

The train records show that the roads centering at Indianapolis, in the week ending Sept. 21, came near handling their maximum volume of traffic, receiving and forwarding a total of 23,755 cars, 19,097 being loaded. This is an increase over the corresponding week of 1894 of 1,055 cars, and over the corresponding week of 1893, of 1,705 loaded cars. In each case the loaded car movement was about the heaviest of any week in the years 1894 and 1893, confact that the business is carried at paving rates makes it plain that a handsome increase in freight earnings will result. The increase in business was quite general with all the roads, the Pennsylvania lines showing the largest increase. The Panhandle last week received and forwarded at Indianapolis 2,210 loaded cars, the heaviest business by ninety-four loaded cars of any previous week in the road's history. It would be difficult to name the special features of the increased traffic, or on what particular class of freight the increase was made, as seldom is business so miscellaneous in its character. East bound there have een weeks in which much larger shipments of grain were made, but in other commodities, such as cerealine products, provisions, lumber, dressed meats and live stock, the shipments are in excess of those weeks. West bound the tonnage of the higher class freights was never heavier. the shipments of dry goods, staple groceries and general merchandise being heavy beyond precedent. In the lower class ats, while the tonnage is by no means up to the maximum, it is so largely in excess of last year as to excite comment. The north-and-south lines are doing an excellent business, the starting up of the various industries in the North and South being of great advantage to these roads, which have suffered the last two years and unloading tracks of the various yards more activity is noticeable than at any time in the last two years. The outlook for heavy local freight traffic is unusually favorable. Below is given the car movement for the week ending Sept. 21 and for the corresponding weeks of 1894 and

Four—St. Louis div... 1,903 Four—Cleveland div... 2,196 alia 2,207 Total movement23,765 22,902 22,014. Mexican Electric Railway.

urveys for an electric railway from Jalapa to Cordova, passing through the Mexican coffee region, have been comenced. This line is called the Coffee railway and will likely prove a remunerative venture, as it unites the Interoceanic and Vera Cruz raflways. The condition of the ceanic railway continues to attract tion of the public, as derailments are ent. The press is generally attacking ine and it is reported that efforts will ade by the English officers to put it etter shape. Greatly reduced time to united States via the Mexican Central International railways will begin in United States via the Mexican Central International railways will begin in ober and it is reported that the Centralway will place first-class Pullman service between the City of Mexico I Tampico, which is reported to be a port. Complaint is made that the ilman Company send its back number

California Rates Shaky. Competitors allege that George T. Gunnip, general Eastern agent of the Santa Fe time of late, has named rates to certain erties that would not be approved by the Western Passenger Association, having greed to carry a party of seven to Los Angeles at a cut of \$6.55 on each, and giving five days' extra limit to permit the passengers to stop at Colorado Springs and Denver, and return to La Junta after five days' stop-over, which is a violation of agreements on second-class limited tickets. The regular limit allowed on coast tickets is six days. He extended the time to eleven days, and the other passenger agents threaten to make all kinds of rates in the future. The party will leave on Tuesday, Sept. 24, and reach Los Angeles Oct. 5.

Mexico and the Mexican people gun to criticise this policy of dis-tion. They want the best.

The Monon continues to make favorable exhibits, last week handling at Indianapolis 627 cars, 506 being loaded, an increase of thirty loaded cars over the preceding

Last week the four Pennsylvania lines centering here handled a total of 5,862 cars, 4,448 being loaded. In the week ending Sept. 14 these lines handled at Indianapolis but 3,834 loaded cars.

The Lake Erie & Western shows an imovement in business, receiving at this int last week 278 and forwarding 304 onded cars, which is the best week's exbit for several months.

Last week the Panhandle brought in 1,063 and forwarded 1,138 loaded cars. The Vandalia brought in 1,120 and forwarded 1,087-loaded cars. Of the inbound business on the Vandalia 135 cars were live stock.

The Peoria & Eastern last week made a more favorable exhibit than for several weeks past, handling at Indianapolis on both divisions 2,154 cars, an increase over the week ending Sept. 14 of 486 loaded cars. Freight traffic with the Chicago division of the Big Four begins to show a hand-some increase. Last week the east and west ends handled at Indianapolis 4,084 loaded cars, an increase over the preced-ing week, of 360 loaded cars.

The Cincinnati, Hamilton & Dayton last week fell a little behind its usual average in its loaded car movement, handling a total at this point of 876 cars, 712 being loaded, a decrease as compared with the week ending Sept. 14 of thirty loaded cars.

Personal, Local and General Notes. The passenger locomotives of the Toledo, ils & Kansas City are being equipped

with the electric headlights. J. L. Laidlaw has been elected treasurer of the Toledo, St. Louis & Kansas City, succeeding Howard Guilder, resigned. The time for deposit of securities under the Erie reorganization plan expired on Saturday, and there is to be no extension. The Lake Erie & Western earned in the second week of September \$69,808, a decrease as compared with the corresponding week

The Indiana. Decatur & Western has renoved its general offices to the Commercial building, occupying nine rooms on the fourth and fifth floors.

The Wabash and the Lake Erie & Western have arranged to put in an interlocking

switch plant at the crossing of the two roads near Fort Wayne. The coal roads are very busy. There is an urgent demand for coal from nearly all classes of consumers, and not in years have coal cars been in such demand.

The stockholders of the Louisville, New Ibany & Chicago re-elected the old board of directors, with one exception, substitut-ing E. R. Thomas for C. Weldonfield. A new time card goes into effect on the Michigan division of the Big Four to-day, and the fast Benton Harbor train, run for health and pleasure seekers in the summer months, is discontinued.

Frank Reed, general passenger agent of the Monon line, spent Saturday in the city. He says the company's business out of Indianapolis this year has been very sat-

factory. The company has under con templation making Cedar lake a more popular resort for excursionists, and will spend several thousand dollars for that purpose. Five blue envelopes were issued to passenger conductors on the Buffalo, Rochester & Pittsburg last week. The unwelcome notices went to the oldest conductors on the road in time of service.

points from Chicago are now experiencing he first real benefit through rate wars, as heretofore rates on these articles have been held more firmly than on any other class of freights.

Hard coal and lumber shippers to western

One of the evidences of improvement in business is the frequent passing over the Belt road of new locomotives for Western roads. On Saturday a fine locomotive, built by the Brooks works for the Peoria & Rock Island, went west,

Within the next few days Calvin S. Brice will come west, and, in company with George Bradbury, vice president and general manager of the lines controlled by the Brice syndicate, will give the several properties a careful inspection.

The Norfolk & Western is loading daily on its lines a hundred car loads of coke, to be shipped to the Illinois Steel Company. sequently the increase this year means a decided improvement in business, and the two thousand additional ones will be

> The American Ticket Brokers' Association continues its boycott of the Chicago, Milwaukee & St. Paul. The first offense of a ticket broker in handling the St. Paul tickets subjects him to a fine of from \$100 to \$500, and the second offense to a fine of \$500 and expulsion from the association. One hundred and forty tickets for Dallas, Tex., have already been sold via the Big Four and the Missouri, Kansas & Texas for the prizefight to come off in a short time. Under the new schedule the run from Indianapolis to Dallas will be made in thirtywo hours and twenty minutes.

Despite all denials, it can be said posiively that General Manager Dickinson, of the Union Pacific, and President Jeffrey, of the Denver & Rio Grande, have received official notification to the effect that on Nov. 1 Central Pacific trains Nos. 1 and 2. between Ogden and Reno, will be with-

The through travel of the Cincinnati, Hamilton & Dayton between Indianapolis and Toledo and Detroit is steadily increasing, and from Indianapolis to those points the accommodations as to time and equipment are excellent, but from Detroit and Toledo to Indianapolis they are not so sat-isfactory. Some arrangement should be nade by which the passengers from the North, when arriving at Hamilton at 6 a.m., should have a few minutes for breakfast, and were a coach of the best class run on this train it would make it much

Passenger men say that the Northern more in their business than have the eastand-west lines. Local business is a surprise. At all the city freight depots full
complements of men are employed, working
over time is quite common, and on the
local price of the various lines will not make anything lower than class, with \$2 added for the round trip, with a twenty-day limit. The rate for the round trip from Indianapolis to Atlanta will be \$18.60. The point made by the passenger men is that the people in the North who go to Atlanta will be able to pay tourist rates.

It is stated in a semi-official way that the syndicate owning the Cincinnati, Hamilton & Dayton lines has secured control of the Lima Northern road. It had been announced that the Lima Northern in the end would be extended to parallel the Cincinnati, Hamilton & Dayton. The fact that the contractors who were to build the extension of the Lima Northern shipped their tools west and prepared to begin work, and have shipped them back, is taken as evidence that there is some ground for the report that the Cincinnati, Hamilton & Dayton had purchased the road and put a Dayton had purchased the road and put a check on extending it in either direction. There seems to be no falling off in the unday low-rate travel. The official report

of station master Frank Rogers shows that yesterday there arrived at the Union Staon on Sunday excursion trains seventynine coaches, packed with excursionists, and the Big Four took out of here twenty-one full coaches for Cincinnati. The Panhandle yesterday ran an excursion from Dayton, O., to this city, in two sections, and the Louisville division of the Pennsylvania lines brought in twelve coaches, well filled. The Cincinnati, Hamilton & Dayton brought in two trains, every coach full, from Cincinnati; the Pecria & Eastern had a special of ten cars from Springfield, O., and the Indianapolis, Decatur & Western a train of eleven coaches from points on

A protective committee of stockholders of the Peoria, Decatur & Evansville Railway Robert Maclay, president of the Knicker-bocker Trust Company; George W. Quin-tard, vice president of the Eleventh Ward Bank; Edward V. Loew, president of the New York Real Estate Company; William F. Owens, of Beers & Owens, and Henry Aitken, of Elizabeth, N. J. The committee has issued a circular declaring that unless prompt action is taken the stock will be wiped out by pending foreclosure proceed-ings under the second mortgage. Stock-holders are invited to send proxies to the imittee, as it is asserted that it is of the utmost importance that the stockholders shall be represened in the new board of directors, to be elected on Oct. 1. by men who are wholly identified with the company's stock, and are not interested in any other class of securities.

FREE COINAGE OF WAMPUM.

Experiments of the New Netherlanders in Dealing with Currency.

Brooklyn Eagle. Simon W. Rosendale, ex-Attorney-general of the State of New York, has written a of agreements on second-class limited tickets. The regular limit allowed on coast tickets is six days. He extended the time to eleven days, and the other passenger agents threaten to make all kinds of rates in the future. The party will leave on Tuesday, Sept. 24, and reach Los Angeles Oct. 5.

Traffic Notes.

The several roads handled at Indianapolis last week 4.658 empty cars, against 4.479 in the week ending Sept. 14.

The Big Four lines proper handled at Indianapolis last week 8.153 loaded cars, an increase over the week ending Sept. 14 of 162.

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The big Four lines proper handled at Indianapolis last week samphlet on the decadence of wampum as nto the colony from places where it was per cent. cheaper, all persons were for-bidden to receive in payment or to pay out any of the poor wampum during the month of May, except at the rate of five pieces for one stiver, and after May six beads for one stiver. The heads must be strung. The good wampum was to remain at four beads for one stiver. The situation seemed to be satisfactory for more than six years, for no more ordinances bearing upon the subject were passed till November, 1647, when loose wampum was declared current with certain restrictions. On May 1850, another ordinance was passed, which begins with a lamentation over the depreciation in value of the loose wampum and the hardship which the people were suffering because of it. It was ordered that no more loose wampum should be accepted as currency, the value of the good wampum was fixed at six white or three black beads for one stiver, while eight white beads or four black ones of the poor wampum were to be worth one stiver. The depreciation from 1641 was 50 per cent. on the white beads. This ordinance did not accomplish the desired result. The shopkeepers would not accept the poor wampum even when it was strung, so in September, 1650, an order was issued that every one should accept the poor wampum in payment for small and necessary commodities to the amount of twelve guilders. or about \$4.80. This did not relieve the ble, but no new measures were taken till January, 1657, when wampum was declared a commodity among those who were engaged in commerce and trade with the Indians, while an attempt was made to fix its value by the value of beaver skins. The ordinance is preceded by a lamentation over the conduct of the tradesmen who made a difference of from 30 to 50 per cent. in their prices when they were paid in beaver skins rather than in wampum. In November, 1657, eight white beads and four black ones were declared to be worth one stiver. But complaint still continued. The people who had to use wampum were com-pelled to pay exorbitant prices for what they bought from the tradesmen. The experiment of fixing the value of wampum had not removed the evil of high prices. In 1858, when the shop keepers charged twice as much for their goods when paid in wampum as when paid in beaver skins, the Director-general and Council of the Colony took it upon themselves to fix the price at which various commodiaes should be sold in wampum, and silver, and beaver skins. For instance, they made the price of a coarse wheaten loaf 7 stivers in silver, 10 stivers in beaver skins and 14 stivers in wampum. But wampum continued to depreciate in value until in 1662 it took twenty-four white and twelve black beads to be worth one stiver. Thus in a little

> Not the Same Man. Boston Journal.

more than twenty years the colony in which wampum was accepted as currency had been so flooded with the stuff that it

had depreciated from four beads to twen-

ty-four to make one stiver or an English

Mr. Bryce, who owns the rights of "The merican Commonwealth," is not Mr. crice, who owns the uncommon wealth with hich he would purchase the Ohio ComNEWS IN SUNDAY'S JOURNAL.

Resume of Chief Events Chronicled in the Issue of Sept. 22. The Turkish government is preparing to A second attempt was made to assasinate Rev. J. T. Clancy, of Lemont, Ill. The Jefferson Davis monument will be erected in Monroe Fark, Richmond, Va. Japan will build four iron-clads, ten

The steamer Kite, with Lieutenant Peary and party on board, has arrived at St. The loss of Mrs. Langtry's diamonds will, it is said, seriously affect her career upon The events at Chattanooga closed with a meeting of the Army of the Cumberland

Secretary Carlisle has gone to Marion, Mass. It is expected that he will call on Martha Dalton, who escaped from jail at Salem, Ill., was captured at Sumner and committed suicide.

Secretary Olney is said to be ready to recognize Cuban belligerency as solu as Cleveland gives the word. It is believed that Emperor William will soon remove Chancellor Hohelohe and other members of his Cabinet.

It is said to be doubtful if the Senate would confirm Hornblower to a seat on the Supreme Beach even if Hill supports. President Cleveland is said to have de-termined to repudiate the third-term idea in a speech at the Atlanta Exposition.

The weekly New York bank statement shows a five-million-dollar contraction of loans and a thirteen-million-dollar decrease Naval officers say that the reason American whites do not enlist in the navy more is because they have to meet negroes on Western League scores of Saturday's games: Kansas City 10, Terre Haute Terre Haute 15, Kansas City 7; Detroit

The League baseball averages show Burkett leading the heavy hitters, with Dele-hanty a close second. Philadelphia leads in club batting and Baltimore in club field-League scores: Chicago 6, St. Louis 2; Cleveland 17, Pittsburg 3; Baltimore 4, Brooklyn 0; Philadelphia 15, Washington, 10; Cincinnati 19, Louisville 8; Boston 13,

New York 12. A letter from Philadelphia gives the latest news concerning the doings of the crack cycle racers, tabulated percentages and prize winnings. It shows Bald to lead, with Cabanne and Cooper closing up. The Chicago, Peoria & St. Louis was sold under foreclosure, the purchasers being representatives of the Cairo Short-line. The general offices will be moved to St. Louis at an early date.

Good Citizens' League will support Preston C. Trusler for Mayor. The Pekin spectacle closed with a def-George McCracken, an ex-street-car con-ductor, committed suicide by taking mor-Republican Commercial Travelers held a

rousing meeting at their new quarters on

North Pennsylvania street. John M. Butler's will was filed for pro-bate. Almost his entire fortune is left to his wife and his two children. Indiana M. E. Conference elected dele-Evansville for the next meeting A "Midway" ball was advertised for Mozart Hall Saturday night, but a number of people who bought tickets found they had

been duped. (From Sunday's Second Edition.)

British Athletes Defeated. NEW YORK, Sept. 21.—Never in the history of athletics has there been such a successful series of contests held in a single day, the world over, as the international games between the London Athletic Club and the New York Athletic Club's repre-sentatives at Manhattan Field this after-noon. Between the smashing of records, hair-raising finishes, and, above all, the entire shutting out of the visitors from even winning first honors in any one of the eleven contests on the programme, the afteen thousand spectators who gathered within the inclosure, thronging the stands and filling the bleachers, as well as every point of vantage, were kept in a continual ferment of excitement, which was only re-lieved at times by wild outbursts of en-

For days past the committee which had the matter in charge had sent out notices that all seats in the grand stands had been disposed of and that only a very few were left on the bleachers and side stands. The committee on arrangements had every seat and support in the stands inspected by experts, and when one section was found to be unsafe in a very small degree they abstained from selling a single ticket for that section, and when the other parts of the grounds were packed to suffocation to-day they had police officers stationed at this particular point, and no person was allowed

The entrance gates at the different parts of the field were opened shortly after noon to let in the impatient crowd who were perspiring outside, where they had been standing for over an hour under the blistering rays of the hot sun. After the first mad rush had subsided, the visitors arrived in steady streams, filling all the available space by the time the first event on the programme was called at 8:30 o'clock. The grand stands were filled with the wealth and fashion of New York, and the gay toilets of the ladies were pleasing relief to the background of storm-beaten boards and planks, of which the stands were constructed. There was very little decoration to be seen, with the exception of the flags on the poles which marked the different finishes, while the balcony of the clubhouse was festooned with the American and the British flags on each side. To some of the Britishers the American heat was

just a bit enervating.

The man who would have the temerity to predict that the Americans would sweep everything before them would have been laughed at by the majority of those who make a study of athletics. In the 880-yards run, with which the games began, Kilpatrick and Lyons were selected to meet Horan and Lewis, the English representatives. After a beautiful race, Kilpatrick won by ten yards. When the numbers went up and the time was announced, beating the world's record by a second, the crowd cheered wildly and argued that this was a good omen for the success of the American team. The hundred-yards dash was the second event. Bradley, the English champion, and Stevenson represented England, while John V. Crum, of Iowa, and B. J. Wofers, of Lowell, Mass., represented the American team. When the pistol shot rang out Wofers was seen to be in front from the start, with Bradley second, Crum third and Stevenson fourth. There was no change throughout the race, Wofers maintaining his lead to the tape by two feet, with Bradley second, about twelve inches ahead of Crum. When the time, 9 4-5 seconds, was put up the spectators again got to cheer-ing, for the world's record had been equaled and the Englishmen convinced that 10 seconds flat could be broken. The running high jump then interested the onlookers, and while the Englishmen confessed that they could not come any-

where near Sweeney the latter had a bit of a surprise up his sleeve. Baltazzi, the youthful jumper, war selected as a second string to the champion, while Williams, of the Edinburgh University, and Johnston, of Cambridge, were pitted against them. All but Sweeney soon fell out as the bar was raised. It was placed at 6 feet 51/2 inches in order to give Sweeney a chance to break his own world's record of 6 feet 5% inches. With a superhuman effort, he made the jump and cleared the bar amid great applause. Thus he established a new record of 6 feet 51/2 inches, which was increased to 6 feet 5% inches when the height was re-measured at the request of some of the bystanders. Baltazzi was awarded second

In the mile run, with Conneff and Orton of the New York Athletic Club, and William E. Luytens, the only representative of the London Athletic Club, the Englishman fell out and lay on the grass about 150 yards from the tape. Conness finished first, in 4 minutes 18 1-5 seconds. The 220-yards run brought together Jordan and Downer, of England, and Wofers and Crum, of New York. Wofers won by fully three yeards from Crum, who was about one yard before Jordan. Again a world's record had been broken, as the time was 21 3-5 sec-In the hurdles, Capt. Godfrey Shaw and

W. P. Oakley were agains: Chase and Cady.

Chase managed to beat out the English

captain by about 2 feet, with Oakley 3 yards back. Once more a world's record was lowered, as the time, 15 2-5 seconds, beat Chase's world's record by a fifth of The prettiest race of the day was the suarter-mile run. Fitzherbert, the Camridge University man, with a record of :483-5, was partnered by Glibert Jordan, in behalf of the Englishmen, while Burke and Sands did battle for America. About one hundred yards from home Jordan took the lead. The Boston boy, Burke, finally caught his man a yard from the tape and won by a couple of inches in a great effort. Fitzherbert was a good third, four yards back. The time was 49 seconds, which was only half a second behind the world's record.

In the field events the Americans had a walkover, Gray winning the putting of the and chairman of the government board of

sixteen-pound shot. Mitchell won the hammer contest with a throw of 137 feet 514 inches, and Robertson, the only English competitor, was away off, he having six fouls in his six attempts. In the broad jump, Bloss and Sheldon made 22 feet 6 inches and 21 feet 11 inches, respectively, beating Oakley and Mendelsohn, the En-

In the three-mile run, Horan and Wilkins, Englishmen, run against Conneff and Kilpatrick. At the beginning of the third mile Horan led Conneff by a yard, but he was showing signs of distress. Conneff went past him at the clubhouse and Horan stopped. Conneff increased his lead to a hundred yards and spurting in the home stretch beat the Englishman by 150 yards, in 15:30.

Street-Car Passengers Held Up.

PITTSBURG, Sept. 21.—Shady Side—that handsome portion of the East End—was the scene last night of one of the most daring examples of highway robbery in Pittsburg's history. The thieves were five in number and for more than an hour before midnight they gave residents of that part of the city a vivid representation of the wild lawlessness of the road agents in the old days on the Western frontier. From 11 o'clock until nearly 12 o'clock they lurked about various parts of Neville street and Center avenue, levying toll from any hapless pedestrian that chanced along, and by the boldness and cleverness of their plan of conduct, escaping the police. Their culminating piece of daredevil law-lessness was the holding up a Duquesne electric car and the robbery of its passengers. A Center and Negley-avenue car, well filled with pessengers, left the car barn at Neville street and started towards Center avenue for the last part of its run. The car had only proceeded about a square when the motorman re-ceived a signal to stop from the men standing beside the tracks. As the car slackened the men scrambled on the rear platform, and at the same moment three others jumped on the front platform. Without wasting any time on the conductor or motorman, they pushed into the car and to the consternation and amazement o everyone, stationed themselves along the aisle and demanded every one to "shell out, and be quick about it." The whole thing had been done so quickly, that not a soul in the car made a movement at re-sistance, and before they had fully come to their wits, a couple of watches had been taken out of the owners' vest pockets and small amount of money delivered into the hands stretched out threateningly towards the dazed passengers. About a square from Center avenue the men succeeded in getting off the car and at once were lost to sight among the large trees lining the streets. The police finally arrested three of the gang, who gave the names of John Hearn and George Phillips, of Newark, N. J., and Edward Ryne, of Boston.

\$40,000 Fire at Logansport. LOGANSPORT, Ind., Sept. 21.-A dis-astrous fire started about 8 o'clock to-night in this city and destroyed property valued spread to the adjoining buildings, occupied by John Dewenter's men's furnishings and stroy the entire block, including the Mur-dock Hotel and the handsome building ocupled by the State National Bank, but uick work by the fire department saved these buildings, with slight loss.

Kersting's stock was valued at \$15,000, and the loss cannot be less than half the amount. The building is damaged several thousand dollars. It is owned by Peter Moore. Dewenter's loss will be fully \$10,000, covered by insurance. The loss to B. Schnadig & Co. will be only by smoke and water, and will not exceed \$5,000, principally on fine millinery and furs. A half dozen buildings are more or less damaged by water. ings are more or less damaged by water. The guests at the Murdock had quite a scare, and one of them, a traveling man, broke a finger getting his trunks out. The fire is now under control.

Fire Loss Only \$8,000.

ANDERSON, Ind., Sept. 21.-A meeting o the stockholders of the recently organized American Plate Glass Company of Alexandria was held in this city last night, at which Messrs. N. T. DePauw, vice president, of New Albany; Supt. R. C. Beatty and Major Charles T. Doxey were present. They announce that the plant will be able to resume operations within a week or two. The loss is not as large as at first reported from Alexandria, as in the work of cleaning away the debris it was found that the ovens and machinery will not be damaged in the least. The managers of the plant have a large force of men at work on the buildings and will soon have them covered and ready to start again. The managers now place the loss at only \$8,000. The casting hall will be ready for occupancy by the last of next week, and the greatest loss will be that caused by delay in getting the large plant in operation. This planticis the largest in the country that is not controlled by the trust and the outlook is quite promising. Supt Beatty says that they will be operating with a force of at least 500 men within a

Another Corpse in Myer's Grave. COLUMBUS, Ind., Sept. 21.-There was n ake about the corpse that was placed in the grave of Thomas Myers, at Liberty Cemetery, near Clifford, this morning. Thomas Hamblen, a former resident of Clifford, died at Attica, Ind., Thursday, of typhoid fever. His remains were brought to Clifford and buried in the grave that was made for Thomas Myers, whose mysterious death at Gem, Ind., and "fake" burial by Dr. Cox, at Clifford, caused a sensation a few months ago. The family lot of the Hambiens was full and the relatives were compelled to take the Myers grave, which adjoined theirs. The Myers case is still a deep mystery. Dr. Cox, who wrote from his place of hiding that he would appear before the grand jury and clear it up, has failed thus far to keep his

Trotting at Providence. PROVIDENCE, R. I., Sept. 21.-Results 2:13 pace (concluded.) Sheriff won first fifth and sixth heats. Best itme, 2:12. Daisy Dean won second and third. Best time, 2:124. Abbot Wilkes won first. 2:20 pace (concluded.) Highland Lassie

won fourth, fifth and sixth heats in 2:124, 2:144, 2:25. Ellen S. won first and third in 2:164, 2:154. Billy Richball won second in 2:27 trot. Nomad won first, third and fourth heats in 2:20, 2:20%, 2:21%. Cleveland won second heat in 2:20. 2:18 trot. Scranton Bell won fourth, fifth and sixth heats in 2:16%, 2:18%, 2:20. Don C. won second and third in 2:17%, 2:18%.

Orangelander won first in 2:16%. Cholera-Infected Ships. SAN FRANCISCO, Sept. 21.—The Board of Health to-day ordered that all steam vessels from infected ports be sterilized and fumigated with steam. Dr. Godfrey, of the government quarantine station, stated that three deaths on the steamer Belgic, from the Orient, had resulted from cholera and not from pneumonia, as at first stated. The bodies were buried on shore at Hono-The tide carried the remains out to sea, where they were devoured by crabs. A woman ate a crab caught near by and died from cholera in twenty-four hours.
The Belgic landed one hundred Chinese here who had been in the steerage with the men who died. They are now at various points in the interior of the State.

Ransom's Salary Paid. WASHINGTON, Sept. 21.—One of the local banks to day received from ex-Senator M. W. Ransom, United States minister to Mexico, a draft on the Treasurer of the United States for \$525 on salary account. The draft was presented and by direction of Secretary Carlisle a warrant for the amount was drawn. This action was a reversal of the action of the treasury ac-counting officers, who held that Mr. Ran-

som's appointment was illegally made. Dr. J. W. Westerfield Seriously III. ANDERSON, Ind., Sept. 21.-Dr. J. Westerfield, of this city, who is one of the oldest inhabitants of Anderson and of central Indiana, was brought home to-day from Petoskey, Mich., where he has been for some weeks for his health. He is in a very critical condition. Dr. Westerfield is president of the State Spiritualist Association. and the news of his serious illness will be a cause of much sincere regret.

Diphtheria Kills Bedford Fair. BEDFORD, Ind., Sept. 21.-The Mayor and health officers of this city to-day ditober meeting, on account of the preva-lence of diphtheria here. At a meeting of directors of the Fair Association to-night, it was determined to abandon the meeting for this year.

Hottest Day of the Year. NEW YORK, Sept. 21 .- According to the official record to-day was the hottest day of the year, the thermometer touching 97 degrees. This surpasses the record for many years, except on July 9, 1876, when it was 99, and Sept. 7, 1881, when it was

Hottest in Twenty Years. PITTSBURG, Pa., Sept. 21.—The past week has been the hottest September weather here for twenty years. Yesterday 94 degrees was reached and to-day 92. No fatalities have resulted. Better Show for Less Money.

the Atlanta Exposition, in a letter to Sec-retary Morton about the opening of the exposition, calls attention to the fact that the government exhibit at Atlanta will cost less than \$200,000, while that at Chicago cost \$1,349,000. "Yet," said be, "I claim that this is a better exhibit, more instructive and representing the functions of the government in a clearer manner than the Chi-

A Kentucky Fake. DANVILLE, Ky., Sept. 21.—The dis-patches saying that W. O. Goodloe, an attorney of this city, and two men named Swope, of this county, had been killed in a poker game at a distillery in Pulaski county, were untrue. All are alive.

Indiana's New Roby. CHICAGO, Sept. 21.—The Sheffield, Ind., race track will be opened next Saturday. There will be five races each day for purses of \$1,500 on Saturdays and \$1,400 on other days. The races will continue fifteen days. Joseph A. Murphy is secretary.

105 at Springfield. SPRINGFIELD, Mass., Sept. 21.-The thermometer registered 105 to-day.

THE HIGH SCHOOL.

Its Graduates Are Now Able to Pass Examination for College.

To the Editor of the Indianapolis Journal: The standard of education imparted by the Indianapolis High School must be of interest to every resident of the city. The school has had a good reputation for many years. Its graduates are, here and elsewhere, in every pursuit and calling, and their general success is the highest praise for the school. Attendance upon it is increasing wonderfully, and its power is growing. There is a great discrepancy, however, between the number of boys and girls who come to it every year from the ward schools and the number who graduate four years later. Some time since there was much discussion of the causes which induced so many boys to quit before completing the course. Girls derive the greatest benefit from the High school, since a greater proportion of the girls entering finish the course. The majority of the boys fail to graduate. This is discouraging to the principal and greatly limits the effectiveness of the school. It is often a cause of necessity, and for that cause there can be no criticism. But often, strange to say, it is due to the indifference of the well-to-do parent. It is hard thing for a man in active life to reat \$40,000. It broke out in B. F. Kersting's drug store, on the third floor, among some paints and offs, and was not discovered unso. I would give more for the good twenty-one would be poor compensation

man all the world beside, and all the B. Schnadig & Co.'s dry goods stores. It | than all the world beside, and all the looked for a while as if the fire must de- money he could earn between fifteen and for the feeling on his part that I had wittingly left something undone to secure his welfare. Still, if looked at from a money standpoint, it is just as true to-day as it ever was that a High School education is not a necessity. A boy can work and make money without it. Most money is made by most men who never saw a High School much less a college. Indeed, it is not certain but the influence of college rather unfits a boy for the making of money. I reduce it to a money value, for that is the unquestionable cause why many boys to finish their course, Lit-Paul Dombey was not sure of the value of money as his father but the boy knew it did not save to him his mother, and his mother was more to him than money. Money without education contracts life. It takes no long range to sen School will tend to broaden life, and brighten life, and make life full of interest and worth the living. You will see no graduat

of the High School throwing stones at his neighbor's carriage. He has no need to throw stones; it has not occurred to him. He has in himself something better than the carriage. He has read and learned how life may be worth the living, even withou day and to-day have had little money, and how they dare to be poor—it takes a deal of courage to dare that. A completed course in the high school is the best thing I know which will so encourage a man. I think Professor Hufford has well begun a system which will greatly extend the usefulness of the High School and will induce many a boy hereafter to complete his course. In mathematics, the school has never been wanting; in languages, especially never been wanting; in languages, especially the dead languages, it has been wanting, and of little use to the boy who wanted to go to college, or would like to go if he were able. It is not so now. If a boy would like to go to college let him complete his course in the High School. It is more important to thoroughly prepare for college than it is to go to college. A boy well prepared may go at any time; a poorly-prepared boy had better stay at home. However it be, there is a diploma of high deever it be, there is a diploma of high de-gree in store at our High School for the boy who completes his course, for he knows that he will then be well fitted for business if he chooses to go to business, or to pursue further and higher studies if he wishes to follow them. This year, for the first time, I think, a class from the High School passed the entrance examination to Yale Harvard and Princeton. They will not all go, it may be, but I do not think any boy from the High School failed to enter the college of his choice. Hitherto, boys from the High School have entered Harvard and Yale, but they were exceptional cases and had outside and exceptional tutoring.

Professor Hufford has so raised the an nual requirements that the graduate of the High School is presumed to be able, and is able, to pass the entrance examination to any undergraduate university. This places

celebrated schools of Hartford, Cincinnati and St. Louis. It now gratifies the highest ambition of every boy, rich and poor, in the city to prepare for college. Who knows the city to prepare for conege, who knows that the rich boy, when well prepared, may choose to go, or that the poor boy, when well prepared, may be able to go? Such a high school should, indeed, be a pride to us all. It is hard enough to send a boy away from home to college; it is doubly hard to send him away from home to prepare for One morning last September I asked my boy a most fair question in simple arithmetic. He utterly failed. "And you expect

to pass your entrance examination for Yale next June?" I said. "You cannot do it." "I will do it," he said, "if you will send me to the High School." The lad entered as a junior last September, and last June, and while still a junior, passed his examination and became a freshman at Yale before his sixteenth year. It is true, we have had and still have good private schools, but the private school is a luxury and expensive, and there are few who can patronize i without sacrifice. The great majority of young college men in this city were prepared by Mr. Sewall, and since he closed his school we have had no annual classes of boys going to college. The High School has come to the rescue. It means much It means that the common school now leads the boys of this city, rich and poor alike, on equality up to the very doors of the greatest college. The rich boy could always get there, but the poor boy could not prepare. Professor Hufford keeps in mind the requirements demanded by the highest college. He is able, and the teachers of the High School are thoroughly competent to prepare boys for passing these requirements. This is a great ambition for any boy to attain. It is a great thing to accomplish, and, unless I am mistaken, many boys, more than heretofore, will complete their course in the Indianapolis High J. M. WINTERS. Indianapolis, Sept. 21.

Cold Snap, Think of It!

Philadelphia Record. The cold snap has no doubt done great injury to the tobacco crop in Pennsylvania. Of late years this State has made rected the Bedford Fair and Trotting As-sociation to indefinitely postpone the Ocraised, and the ravage of frost creates very serious loss.



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change of life. "I took the Lydia E. Pinkham's Vegetable Compound and Liver Pills; was cured of all my troubles, and passed through the change all right, and now am fifty-four years old and well. My daughter had catarrh of the bladder, and it cured her. I send you my picture with my grandson, whose mother was cured by your remedies. I will recommend your Compound to every body." - MRS. L. KELLY, Patchogue, L.L.

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172 North Illinois Street Dr. S. H. Lybyer, of Brazil, Ind., at Put namville, Sept. 21. Funeral Sept. 23 at 2 p. m., at Putnamville.

NAUGHTON-Mrs. Minnie died Sept. 22, 1895, at 9 p. m., at residence, 385 North New Jersey. Funeral notice later. FOR SALE.

FOR SALE-Cigar store. 80 East Market FOR SALE-Low-down milk wagon; cheap. 68 South Pennsylvania. FOR SALE-A large stock of open and top delivery wagons at bottom prices. A. H. STURTEVANT & CO., 68 South Pennsyl-

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hold article, suitable for hardware or fur-niture trade, which has a large sale East. Call or address J. A. S., Circle Park FOR SALE—Spring wagon and one top buggy, good milk cow and Jersey heifer. Cow gives two gallons of milk a day. Can be seen at corner of Southerland and Harriet streets, Brightwood.

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